

AUTOMOTIVE  
SECTION

## CONVOY REACHES PACIFIC 4 DAYS LATE

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SECTIONRecord Making Truck  
Train Reaches Pacific  
Goal Four Days Late

SAN FRANCISCO, Sept. 6.—The trans-continental motor transport train arrived in San Francisco today, four days behind schedule. The convoy was given a great welcome on its arrival. Following a big parade through the business district of the city, members of the train were presented medals by the Lincoln Highway Association.

Crossing the bay from Oakland, the Motor Transport Corps Transcontinental Train, formed into line at the foot of Market street, and amid the clamor of bells, shrieks of whistles, and the continuous applause of lines of humanity, closed the last lap of a 3,000 mile record-making trip. The welcome extended was unanimous, and every organization in the city of San Francisco endeavored to outstrip all others in cordiality, variety and sincerity of the entertainment extended. The city was beautifully decorated, and Market street particularly, from the Ferry House to the Municipal Building, presented a constantly shifting rainbow-line of streamers, flags, signs, and floral decorations.

Entertainment followed entertainment, till the train personnel through sheer exhaustion had to call a halt. Thousands flocked to the camp of the con-

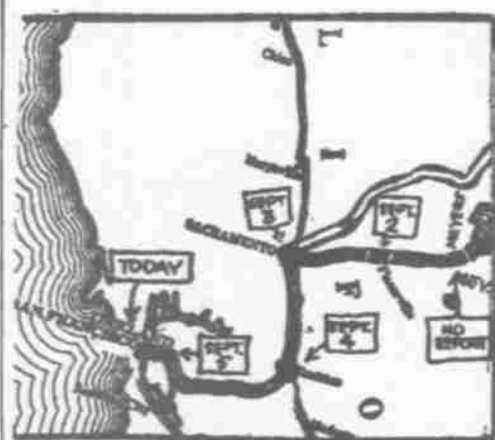
voys and continued their visit and congratulations till long after midnight. The convoy arrived in first class condition. There were no cases of serious illness to report, and but few mechanical troubles and these were minor in character.

The train, which left Washington, the eastern end of the Lincoln Highway, July 7, is the first large truck train to cross the continent. The long trip was made without serious accident.

During the past week the convoy traveled from Carson City, Nev., to San Francisco, crossing mountainous country practically all the way. On the arrival of the train at Carson City, Sunday, Governor Boyle of Nevada declared a highway holiday, and the entire population of Carson City and the surrounding country turned out to welcome the army good roads pioneers.

Met by Governor.

The train was met by Governor Boyle, the city officials, and members of the Greater Carson Club and escorted to Capitol Park, where dinner was served by the Red Cross Chapter. Preceding the dinner, the men enjoyed a plunge in Carson Hot springs, and in the evening, a dance was given in the auditorium.



The convoy remained at Carson City over Sunday. The day was devoted to inspection, repairs and adjustment of equipment preparatory to crossing the dangerous passes of the Sierra Nevada mountains. Officers and men were instructed in the operation precautions to be observed in crossing.

Get Final Inspection.

Monday morning, the carefully arranged train pulled out of the hospitable mountain city and entered upon the most dangerous section of the entire route. At the base of the incline a temporary control was established for a final inspection of all steering gears, brakes, tow ropes, and wheel blocks; also for spacing vehicles 300 feet apart. The necessary supply of gas, oil and water was verified; the most experienced drivers placed at the wheel, and a trusty man on each vehicle to attend to blocking the wheels at each halt, or whenever occasion demanded. Every man was warned to be on the alert for any emergency.

Other Traffic Halted.

In addition, as an added precaution, the Nevada State highway department suspended the movement of eastbound traffic from dawn until after the convoy had crossed. Thus prepared, the train proceeded on the perilous journey across the mountain range at an elevation of 8,500 feet over a narrow, winding road of sand and broken stone. The road followed the slope of the saw-toothed mountains—at times cut out of, and in places built up on the mountain side. Throughout almost the entire passage, only a few feet of road stood between safety and a sheer drop of thousands of feet. Under those conditions, with speed slowed to the limits of absolute safety, the convoy occupied six hours in making fourteen miles.

Crossing Sets Record.

The crossing without damage or casualty may be considered a highly noteworthy achievement, considering the heavy train equipment.

The weather continued clear and cool—in fact, too cold for comfort. The route traversed furnished scenery of wonderful beauty, and compensated for the many hardships of the past weeks.

The convoy arrived at Placerville, Cal., Tuesday, and was given a royal welcome. In fact, ever since the arrival in California the men have been accorded a continuous reception.

At Myer, the first stop in the State, the convoy was received by an "all California" delegation of State,

municipal, and local officials and citizens.

Even before reaching the State line, airplanes appeared and, circling overhead, accompanied the convoy down the western slopes of the Sierra Nevada mountains.

At Placerville, the men were greeted by a huge barbecue, a revival of the days of "Forty-nine," a street dance, electric display in the streets, and at the camp, and then on to the beautiful State capital—Sacramento—where camp was made on the State fair grounds. Immense throngs had assembled, and the train rolled through the level streets, between two lines of densely packed, cheering and flag-waving friends. A "ship-by-truck" day was featured by the citizens, in conjunction with the holiday in honor of the train. A continual round of entertainment, feasting and welcoming almost carried the train personnel off its feet, and the camp was visited by thousands of interested spectators.

The Lincoln Highway enters the State along the old immigrant trail, through the Eldorado highway forest of giant redwoods and pines and rock formations of wonderful beauty, and sided by lowering canon walls, with a white-crooked river rushing to the Pacific between the inclosing walls. Then the foot hills and the placid waters of the coastal plain and Sacramento.

48 Miles in 8 Hours.

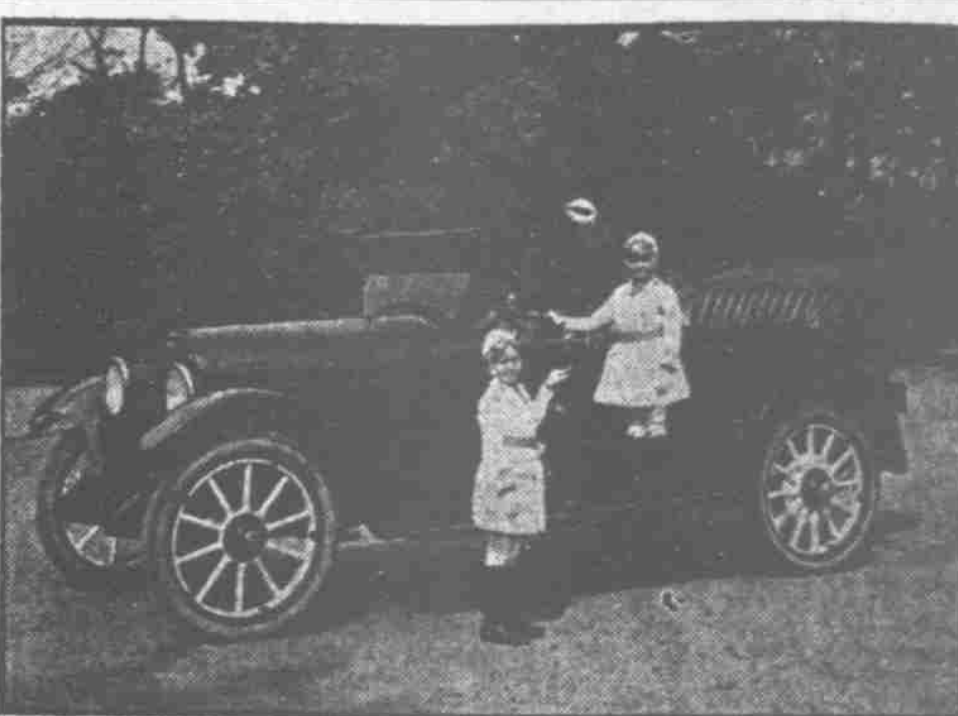
The trip from Sacramento to Stockton, a distance of eighty-eight miles, was made in eight hours. The entire route was through the most productive fruit orchards and vineyards in the world. The mayor of Stockton, through the prominent city officials, met the train and escorted it to Oak Park, where camp was made. The entire personnel was dined at the Hotel Stockton, and the morning was spent in the garden, and a big dance followed.

Before leaving Stockton for Oakland and San Francisco, all equipment was thoroughly inspected and cleaned preparatory to the final movement to the end of the route. The road pioneers were pretty well tired out by the strenuous and continued efforts of the past two or three weeks, but the morale was decidedly freshened at the immediate prospects of attaining the final objective.

1 DEATH IN YEAR  
AT FORD PLANT

It has been announced by the Ford Motor Company that during the fiscal year ending July 31, 1919, there was only one fatality among the 50,000 employees in their Highland Park (Detroit) plant. This, they say, is due to the thorough and detailed study made by the corps of Ford Safety Engineers who not only continuously search out the "unsafe" in the old, but examine every new device or piece of machinery that comes into the plant.

Their report goes on to say that "out of the there was brought home to America the realization that its industrial activities had been carried on at a tremendous sacrifice of workers. We were appalled at the need for surgeons and nurses and great hospitals to care for the wound-

Lee Sisters, of Movie Fame,  
Become Full-Fledged Motorists

The "Two Little Imps" and "The Trouble Maker" Ought to make a good close up in their new car.

ed. Had the wounded soldiers of industrial America been placed on cots each six feet long and arranged end to end, they would have made a continuous train 568 miles long; had those killed through carelessness in American industrial plants during the past year been laid shoulder to shoulder, there would have formed a solid row of human bodies eight and one-third miles long.

"Realizing its responsibility to its workers, the Ford Motor Company has conducted aggressive safety work with the idea of eliminating the causes of accidents. It has been emphasized over and over to Ford employees that accidents are not a necessary "by-product" of their work and that no man will be asked to "take chances." The acrobatic type of men who used to think that he was doing his employer a great favor by hanging "by his eyebrows" from some lofty perch or by doing some other equally foolhardy stunt, is being rapidly separated from the Ford organization. He is not needed, is a menace to himself, his associates and his employers.

Accident prevention work should bear fruit in a greatly reduced number of accidents. There were six fatalities within the Ford organization three years ago; yet last year has been passed with but one. And our men are working in a veritable forest of high speed machinery, with great cranes, elevators, conveyor systems and other equipment in action twenty-four hours a day.

"Out of 38,000,000 of factory workers in the United States, approximately 22,000 are killed each year at their work. Applying the same ratio to the Ford plant, there should be twenty-nine deaths through accident within this plant alone, each year. Or, to reverse the order, if the Ford record of but one death per year in a group of 50,000 workers were followed throughout the country, but 740 men would be killed yearly, instead of 22,000—the present number."

Itinerary of Transcontinental  
Motor Truck Convoy

Control point.	Approximate mileage from previous control point.	Scheduled to arrive on or before
Washington, D. C.	Starting Point—On time.	July 7
Frederick, Md.	46	On time..... July 8
Chambersburg, Pa. (via Gettysburg, Pa.)	62	On time..... July 9
Bedford, Pa.	57	On time..... July 10
Greensburg, Pa.	63	On time..... July 11
East Palestine, Ohio	81	On time..... July 12
*Sunday, rest period.....	—	On time..... July 13
Wooster, Ohio	83	On time..... July 14
Bucyrus, Ohio	63	On time..... July 15
Delphos, Ohio (detour on new road)	70	On time..... July 16
Port Wayne, Ind.	51	On time..... July 17
South Bend, Ind.	76	On time..... July 18
Chicago Heights, Ill.	78	On time..... July 19
Sunday, rest period.....	—	On time..... July 20
De Kalb, Ill.	80	On time..... July 21
Clinton, Iowa	84	On time..... July 22
Cedar Rapids, Iowa	87	On time..... July 23
Marshalltown, Iowa	75	On time..... July 24
Jefferson, Iowa	81	On time..... July 25
Dennison, Iowa	68	On time..... July 26
Sunday, rest period.....	—	On time..... July 27
Council Bluffs, Iowa	72	On time..... July 28
Omaha, Neb.	5	On time..... July 29
Columbus, Neb.	83	On time..... July 30
Grand Island, Neb.	64	On time..... July 31
Lexington, Neb.	82	On time..... Aug. 1
North Platte, Neb.	64	On time..... Aug. 2
Sunday, rest period.....	—	On time..... Aug. 3
Big Springs, Neb.	75	Delayed..... Aug. 4
Kimball, Neb.	86	Delayed..... Aug. 5
Cheyenne, Wyo.	66	Delayed..... Aug. 6
Laramie, Wyo.	57	Delayed..... Aug. 7
Medicine Bow, Wyo.	59	Delayed..... Aug. 8
Rawlins, Wyo.	62	Delayed..... Aug. 9
Sunday, rest period.....	—	Delayed..... Aug. 10
Tipton Station, Wyo.	58	Delayed..... Aug. 11
Green River, Wyo.	60	Delayed..... Aug. 12
Fort Bridger, Wyo.	63	Delayed..... Aug. 13
Evanston, Wyo.	35	Ar. Aug. 18..... Aug. 14
Ogden, Utah	76	Ar. Aug. 19..... Aug. 15
Salt Lake City, Utah	52	Ar. Aug. 19..... Aug. 16
Oer's Ranch, Utah	74	Ar. Aug. 20..... Aug. 17
Sunday, rest period.....	—	No report..... Aug. 18
Sheridan's Ranch, 13a (detour on new road saving 25 miles), Nev.	80	No report..... Aug. 19
Ely, Nev.	84	No report..... Aug. 20
Eureka, Nev.	83	Delayed..... Aug. 21
Austin, Nev.	70	Delayed..... Aug. 22
Westgate, Nev.	70	Delayed..... Aug. 23
Fallon, Nev.	54	Delayed..... Aug. 24
Sunday, rest period.....	—	Delayed..... Aug. 25
Carson, Nev. (detour on new road)	66	Delayed..... Aug. 26
Myers, Cal.	34	No report..... Aug. 27
Placerville, Cal.	50	Ar. Sept. 2..... Aug. 28
Sacramento, Cal.	52	Ar. Sept. 3..... Aug. 29
Stockton, Cal.	48	Ar. Sept. 4..... Aug. 30
Oakland, Cal.	80	Ar. Sept. 5..... Aug. 31
Sunday, rest period.....	—	Ar. Sept. 6..... Sept. 1
San Francisco, Cal.	Terminus	Here today..... Sept. 6

\*Rest periods are tentatively designated, and are subject to change as conditions may necessitate.

C. B. DRAKE,  
Brigadier General, General Staff,  
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